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Improving global road safety

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Note by the Secretary-General

The Secretary-General hereby transmits the report on improving global road safety, prepared by the World Health Organization in consultation with the United Nations regional commissions and other partners of the United Nations Road Safety Collaboration.

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Improving global road safety

Summary

The present report, prepared by the World Health Organization in cooperation with the United Nations regional commissions and other partners of the United Nations Road Safety Collaboration, provides an update on the implementation of the recommendations contained in General Assembly resolutions 58/289, 60/5, 62/244, 64/255, 66/260, 68/269 and 70/260. The report provides an account of activities undertaken and achievements attained by the global road safety community in pursuance of the objectives of the Decade of Action for Road Safety (2011-2020) and of target 6 of Sustainable Development Goal 3 — halving road traffic deaths and injuries by 2020 — since the issuance of the previous report (A/70/386). A number of notable high-level events were held in the intervening period, including the second Global High-level Conference on Road Safety, hosted by Brazil; the United Nations Conference on Housing and Sustainable Urban Development (Habitat III), held in Ecuador, whose New Urban Agenda included a commitment on road safety; the Global Conference on Sustainable Transport, held in Turkmenistan; and the twelfth World Conference on Injury Prevention and Safety Promotion, held in Finland. Together with the publication of the Global Status Report on Road Safety 2015, the development of a proposal for a United Nations road safety fund by the Economic Commission for Europe and the adoption by the World Health Assembly of a resolution on road safety (WHA69.7), in which it accepted a request of the General Assembly, in its resolution 70/260, that WHO facilitate the process to develop voluntary global targets on key risk factors and service delivery mechanisms, those events continue to draw attention to road safety around the world. The report concludes with a number of recommendations to the Assembly for achieving the goals of the Decade of Action and Sustainable Development Goal target 3.6.

I. Introduction

1. Road traffic injuries constitute the tenth leading cause of death globally and the principal cause of death among those between 15 and 29 years of age. Road traffic crashes are responsible for more than 1.3 million deaths each year, while estimates of the burden of non-fatal injuries range from 20 million to 50 million. Half of all road traffic deaths involve vulnerable road users: pedestrians, motorcyclists and bicyclists. While countries have attempted to address key risk factors, such as speeding, driving while intoxicated, failing to use motorcycle helmets, seat belts or child restraints, poor-quality roads and vehicles, through legislation and other measures, enforcement in many areas remains weak.

2. The General Assembly, in its resolution 58/289, gave the World Health Organization (WHO) the mandate to act as a coordinator on road safety issues within the United Nations system and, in that role, WHO continues to closely cooperate with the United Nations regional commissions. The Economic and Social Commission for Asia and the Pacific (ESCAP) hosted the twenty-fourth meeting of the United Nations Road Safety Collaboration in Bangkok in March 2017, at which discussions centred on the implementation of General Assembly and World Health Assembly resolutions, the activities required to meet Sustainable Development Goal target 3.6 and the progress of the five project groups established under the pillars of the Decade of Action for Road Safety (2011-2020), another group on monitoring and evaluation and another on work-related road safety.

3. In several resolutions adopted since 2004, the General Assembly has called attention to the global road safety crisis and the need for improvement. Most recently, in resolution 70/260, it reaffirmed the Sustainable Development Goals and targets, including two on road safety, adopted in its resolution 70/1; endorsed the Brasilia Declaration, the outcome document of the second Global High-level Conference on Road Safety, held in November 2015; called upon Member States and the international community to intensify collaboration; encouraged Member States to consider becoming contracting parties to United Nations legal instruments; requested WHO, in collaboration with other United Nations agencies and the regional commissions, to continue to facilitate, through existing mechanisms, including the United Nations Road Safety Collaboration, a transparent, sustainable and participatory process with all stakeholders in order to assist interested countries in developing voluntary global performance targets on key risk factors and service delivery mechanisms; and requested the Secretary-General to consider establishing a United Nations road safety fund.

4. The present report is the fourth one submitted in response to General Assembly resolution 64/255, in which the period 2011-2020 was proclaimed the Decade of Action for Road Safety, with the goal of stabilizing and eventually reducing the road traffic deaths worldwide. The report, which covers the period from September 2015 to August 2017, describes the activities undertaken by United Nations organizations, global road safety agencies, the private sector and civil society since the issuance of the previous report.

II. Progress on the Decade of Action for Road Safety

5. In September 2015, the objective of the Decade of Action for Road Safety was augmented by global targets under the 2030 Agenda for Sustainable Development, in particular target 6 of Sustainable Development Goal 3 — to reduce road traffic deaths and injuries by 50 per cent by 2020. Road safety is also covered by target 11.2,

on providing access to safe, affordable, accessible and sustainable transport systems for all by 2030.

6. In November 2015, transport, health and interior ministers and their representatives gathered to address the global road safety crisis at the second Global High-level Conference on Road Safety. The Brasilia Declaration was adopted with a view to guiding action throughout the Decade of Action and beyond. WHO also released its Global Status Report on Road Safety 2015 at that meeting.

7. In its resolution 70/260, the General Assembly requested WHO to facilitate, with the full participation of Member States and in collaboration with United Nations organizations and regional commissions, through existing mechanisms (including the United Nations Road Safety Collaboration), a transparent, sustainable and participatory process to assist interested countries in developing voluntary global performance targets on key risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries. In May the World Health Assembly, in its resolution WHA69.7, accepted the General Assembly's request.

8. The United Nations Conference on Housing and Sustainable Urban Development (Habitat III), held in Quito in October 2016, adopted the New Urban Agenda (adopted by the General Assembly in its resolution 71/256), a 20-year global policy framework for cities. Supported by the Special Envoy of the Secretary-General for Road Safety, the New Urban Agenda sets forth a vision for sustainable mobility and transport, with road safety as a key consideration in urban planning and infrastructure design. It includes as a priority ensuring a safe and healthy journey to school for every child.

9. The Global Conference on Sustainable Transport, held in November 2016 in Ashgabat, provided a further opportunity to ensure that road safety is not forgotten during discussions of broader development issues as well as the opportunity to discuss the proposal for a United Nations road safety fund.

10. The twelfth World Conference on Injury Prevention and Safety Promotion was held in September 2016, in Tampere, Finland, with a strong focus on road safety. The Conference brought together the world's leading researchers, practitioners, policymakers and advocates in the field of injury prevention to debate, discuss and share information and experiences.

III. International legal instruments, resolutions and policy instruments

11. The Economic Commission for Europe (ECE), through the Global Forum for Road Traffic Safety continued its work on reviewing both the 1968 Convention on Road Traffic and the Convention on Road Signs and Signals, to which there are 78 and 65 contracting parties, respectively. In particular, the Global Forum examined the consistency between the Convention on Road Traffic and the vehicle technical regulations, provisions on driving permits and automated driving. With regard to the Convention on Road Signs and Signals, recommendations were formulated to improve the Convention and its implementation by contracting parties.

12. The Forum further continued to update its policy instruments, such as the Consolidated Resolution on Road Traffic, by introducing changes to reflect the "safe system" approach[1] to road safety. In addition, a new chapter was formulated on multidisciplinary crash investigation. Discussions on distracted driving, the safety of powered two-wheelers and vulnerable road users also continued.

13. The Global Forum adopted a report on assessment of safety at level crossings in ECE member States and other selected countries. The report contained recommendations and a strategic framework for improving safety, with a comprehensive approach for achieving the continual improvement in safety performance at level crossings.

14. Through the World Forum for the Harmonization of Vehicle Regulations, ECE continued its work to produce international technical regulations for the construction of vehicles, their subsystems and parts relevant for vehicles and road safety. The World Forum also reviewed the legal instruments under its purview that provide the framework for the technical work. Fifty-eight countries, including those with a major automotive industry, are contracting parties to the two main United Nations international agreements: the 1958 Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts and the 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or Be Used on Wheeled Vehicles. A mutual resolution was developed to ensure consistency between the two agreements.

15. The scope of the 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections was extended to cover passenger cars and vans, in addition to trucks and buses.

16. During the biennium, the Working Party on the Transport of Dangerous Goods adopted several amendments to the European Agreement concerning the International Carriage of Dangerous Goods by Road with a view to enhancing road safety and security. Those amendments, reflected in the new edition of Agreement published in 2016, entered into force in January 2017. One new contracting party acceded to the Agreement, bringing the total number to 49.

17. ECE organized two regional events under the umbrella of the Special Programme for the Economies of Central Asia (SPECA) in order to raise awareness about the United Nations legal instruments and provide technical assistance to countries for accession. The SPECA Road Safety Capacity-Building Workshop, held in Almaty, Kazakhstan, in September 2015, and the SPECA Road Transport and Road Safety Statistics Workshop, held in Ashgabat in September 2016, gathered participants from the member countries of SPECA and other countries of Eastern and South-Eastern Europe to share experiences on the development of legal and regulatory frameworks for road safety, national strategies and the collection and dissemination of reliable road safety statistics.

[1] The safe system approach provides a viable framework to examine road traffic injury risk factors and interventions from a holistic perspective. The safe system approach is based on the Swedish Vision Zero strategy, which has the long-term vision of ensuring no fatal or serious injuries within the transport system.

IV. Technical support and collaboration

A. Pillar 1: Road safety management

18. WHO, in collaboration with other United Nations entities and the regional commissions and as mandated by the General Assembly in its resolution 70/260, established a process to facilitate the development of voluntary global targets on key risk factors and service delivery mechanisms. A meeting with technical road safety experts in September 2016 led to the generation of a draft discussion paper, which was made available for web-based consultation from October to December 2016 and an informal discussion among member States in November 2016. The paper was revised in early 2017 and submitted for further consultations, including with the Inland Transport Committee (February), civil society organizations (March) and the private sector (June). The second revision of the paper will be shared during WHO regional committee meetings and then discussed by a formal meeting of member States and organizations of the United Nations system in November 2017.

19. ESCAP, in July 2016, in Seoul, organized the Regional Meeting on Renewing Regional Road Safety Goals, Targets and Indicators for Asia and the Pacific. The meeting agreed on updated Regional Road Safety Goals and Targets for Asia and the Pacific 2016-2020 in line with the Decade of Action and the Sustainable Development Goals. Those goals and targets were adopted at the third session of the Ministerial Conference on Transport, held in Moscow in December.

20. The Economic Commission for Latin America and the Caribbean (ECLAC) and ECE provided technical assistance to the Government of the Dominican Republic to promote best practices and adopt the United Nations conventions related to sustainable transport and road safety. ECLAC also promoted road safety as a key component of the country's law on mobility, urban transport and road safety.

21. ECE, ECLAC and ESCAP collaborated on a project financed by the United Nations Development Account to strengthen national road safety management capacity in four countries: Albania, the Dominican Republic, Georgia and Viet Nam. Road safety performance reviews were conducted in each country to help the Governments identify road safety priorities while capacity-building and public awareness activities were conducted, the latter to increase public and civil society knowledge of road safety issues. In cooperation with the Special Envoy for Road Safety, the Economic Commission for Africa (ECA) is conducting similar road safety performance reviews in Cameroon and Uganda.

22. In May 2017, WHO released *Save LIVES: A Road Safety Technical Package*, providing an evidence-based inventory of priority interventions with a focus on speed management, leadership, infrastructure design and improvement, vehicle safety standards, enforcement of traffic laws and post-crash survival. The road safety technical package is intended to serve as guide to support decision-making on priority interventions for scaling up the road safety response towards achieving Sustainable Development Goal targets 3.6 and 11.2.

23. ECE, with support from the International Road Transport Union, developed Safe Future Inland Transport Systems (known as SafeFITS), a knowledge-based tool to assist governments and policymakers in deciding on the most appropriate road safety policies and interventions to implement based on the available data. The tool is currently being tested in two countries.

24. The World Bank announced a road safety safeguard in 2016 designed to scale up interventions and monitor the potential traffic and road safety impacts on

workers, communities and road users in World Bank projects. In addition, interventions to improve road safety institutional management capacity were conducted by the Global Road Safety Facility in Brazil, Mexico, Morocco, Nepal, Paraguay, Romania, the United Republic of Tanzania and several Pacific island nations.

25. Central Asia Regional Economic Cooperation Programme (CAREC) countries, at their fifteenth ministerial conference in October 2016, endorsed the road safety strategy *Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017-2030*.[7] The strategy builds upon existing strengths and addresses the unique challenges facing Central and Western Asia.

26. With funding from the European Commission, the Global Road Safety Partnership implemented the Transport Corridor Europe-Caucasus-Asia (TRACECA) Road Safety II project, which brought together governments and civil society organizations across Eastern Europe, the Caucasus and Central Asia and supported the implementation of the TRACECA Regional Road Safety Action Plan. The Plan is intended to ensure that the Europe-Caucasus-Asia corridor transport system actively promotes the safety, security and protection of users, property, the general public and the environment.

27. With the support of Bloomberg Philanthropies, the World Resources Institute provided technical assistance at the city and country levels to institutionalize a systemic approach to road safety. Bogota finalized its first city-wide road safety action plan based on the safe system approach and updated its road safety audit manual. Mexico City published a comprehensive road safety programme based on the safe system approach.

28. The Multilateral Development Bank Road Safety Initiative continued to accelerate action towards meeting the Sustainable Development Goals, while the Development Bank of Latin America included road safety audits in all of the infrastructure projects that it financed.

29. Several workshops and training sessions were organized to address governance and leadership issues in road safety. In March 2017, more than 150 participants from 17 Latin American countries attended a workshop on strengthening road safety governance, organized by the Special Envoy for Road Safety, ECLAC, ECE, the Inter-American Development Bank and the Argentinian National Road Safety Agency. The Global Road Safety Partnership hosted annual regional seminars in Africa and Asia to bring together government, civil society and private sector representatives and, together with the Johns Hopkins International Injury Research Unit, launched the Global Road Safety Leadership Course for road safety practitioners from low- and middle-income countries in late 2016.

30. The Special Envoy for Road Safety co-organized a Regional Workshop on Motorcycle Safety, held in April 2017 in Kuala Lumpur, in collaboration with ESCAP, ECE and the Malaysian Institute of Road Safety Research. The workshop was attended by representatives from 15 South and South-East Asian and Pacific countries. Participants recognized that motorcycle crashes were a major cause of road casualties in the region and discussed ways to prevent such casualties through the mandatory use of a proper helmet (in line with the Uniform Provisions concerning the Approval of Protective Helmets and Their Visors for Drivers and Passengers of Motor Cycles and Mopeds) and effective enforcement.

31. The World Road Association launched its online Road Safety Manual in September 2015. The Manual presents a comprehensive, system-based approach,

[7] Asian Development Bank, Manila, 2017.

integrating all components of the road safety system, from infrastructure to drivers, education and vehicles. In 2016, the International Transport Forum at the Organization for Economic Cooperation and Development released a report entitled *Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System*, which captured the view that crashes are both predictable and preventable and provided case studies from leading countries worldwide.

32. The joint meeting of the Committee of Experts on the Regulations concerning the International Carriage of Dangerous Goods by Rail and the Working Party on the Transport of Dangerous Goods continued its work on the use of intelligent transport systems to improve safety and security in the transport of dangerous goods.

33. The three-year SaferAfrica project, started in 2016 with funding from the European Union, gathers 16 partners from Europe and Africa, including the International Road Federation and the Belgian Road Safety Institute, to provide recommendations to update the African Road Safety Action Plan and the African Road Safety Charter, as well as to foster the adoption of specific initiatives. In December 2016, the Special Envoy for Road Safety, in collaboration with ECA, the World Bank Africa Transport Policy Programme and the Kenyan National Transport and Safety Authority, organized a workshop on road safety data management and the United Nations conventions, highlighted as priorities in the African Road Safety Action Plan.

34. The International Road Federation convened the two-day Regional Road Safety Conference on the theme "Fast-tracking Road Safety Initiatives in Africa: an Inescapable Necessity", in March 2017 in Dar es Salaam, United Republic of Tanzania. Representatives from across Africa discussed specific measures that could be put in place to achieve road safety targets.

35. In November 2016, the European Commission appointed a new consortium, led by PAU Education and including the Belgian Road Safety Institute and European Transport Safety Council, to further promote the European Road Safety Charter, a large civil society platform on road safety to which 3,400 public and private entities across Europe have committed themselves.

36. In December 2017, a workshop in the Gulf region was organized in Doha to review various road safety activities within the United Nations system. The workshop identified lessons learned and best practices to address road safety, specifically in the context of the football World Cup in 2022.

B. Pillar 2: Safer roads and mobility

37. Within the framework of the Global Forum for Road Traffic Safety, recommendations were formulated to guide countries in improving the implementation of the 1968 Convention on Road Signs and Signals with the aim of improving road signage and ensuring its consistency with the Convention. Furthermore, a web-based platform was developed to simplify the application of the Convention and the correct use of road signs by countries.

38. ESCAP provided technical assistance to a number of member States to improve the safety of road infrastructure, including through the inspection of black spots and the provision of capacity development assistance in Fiji in November 2016. In addition, ESCAP undertook a study on providing regional standards for road infrastructure safety facilities along the Asian Highway Network and organized expert meetings to review the study findings and map future actions.

39. Under the Bloomberg Philanthropies Initiative for Global Road Safety (2015-2019), the Global Road Safety Facility and World Resources Institute improved road infrastructure safety in 10 cities and 5 countries by assessing more than 1,300 km of roads, training approximately 2,700 stakeholders and granting $315 million in World Bank loans. The World Resources Institute released the report *Cities Safer by Design*, providing guidance on promoting traffic safety through urban and street design. The Institute analysed crash data in Bandung, Indonesia, and Bogota to help those cities to prioritize targeted interventions and also supported the development and improvement of crash data collection methodology, specifically for bus transit systems, in the Brazilian cities of Belo Horizonte, Rio de Janeiro and Fortaleza, and in Mumbai, India.

40. Governments and development banks continued to invest in road upgrades on high-risk roads in order to achieve the star rating policy targets set by the International Road Assessment Programme. This included investment by Highways England to achieve 90 per cent of travel on four- and five-star motorways and three-star or better on other roads; upgrades by New Zealand to achieve four-star roads of national importance; investment in the Netherlands to meet the target of having no one- or two-star roads by 2020; targeted investment by the Malaysian Ministry of Transport to attain its target of a three-star rating or better for 75 per cent of the high-volume road network by 2020; and large-scale investment by Australia on the Bruce Highway in Queensland to deliver 85 per cent of travel on three-star or better roads by 2020. In Romania, legislation was introduced to require the development of road safety designs on new and existing roads, and 50 traffic engineers were trained in line with the World Road Association's manual.

41. The Millennium Challenge Corporation is increasing travel on three-star or better roads as part of its projects in El Salvador, the Philippines and Senegal. The World Bank has supported the State-led specification of minimum three-star design standards for corridor projects in Karnataka and other States across India. The Chinese Ministry of Transport has assessed the star rating of over 150,000 km of roads, and an estimated 30,000 km of roads have been upgraded. The Belize Ministry of Economic Development, Petroleum, Investment, Trade and Commerce upgraded major highways to a minimum three-star standard in cooperation with the Caribbean Development Bank. In total, an estimated $14 billion has been invested in projects to make roads safer across more than 20 low- and middle-income countries.

42. The safety performance of global infrastructure and the business case for safer roads was documented in the International Road Assessment Programme's publication *Vaccines for Roads*, which highlighted that more than 50 per cent of existing roads are at the lowest one- or two-star standard for all road users and that targeted improvements would unlock $8 of safety benefits for every $1 invested globally.

43. Several initiatives were implemented to improve road infrastructure safety around schools. The star rating system for school zone safety, created by the International Road Assessment Programme, with support from FedEx, was used by non-governmental organizations (NGOs) that are members of the Global Alliance of NGOs for Road Safety to measure and manage the risk to schoolchildren on the way to school. A free mobile application will be available worldwide to support the vision for three-star or better journeys to school for all children and will be tested by the Fundación Gonzalo Rodríguez in Argentina and Uruguay as a part of its FIA Foundation-funded project entitled "Latin American Children Safe in Traffic". The Asia Injury Prevention Foundation designed and implemented the "Safe School Zones" project in Viet Nam in 2015/16 and, together with the Australian Road

Research Board provided technical support in China as part of its Walk Wise programme.

44. A six-week certification course for road safety auditors was organized in 2016 by the Indian Ministry of Road Transport and Highways, in collaboration with the International Road Federation and Australian Road Research Board. The course included training in traffic engineering and practical audit work. In May 2017, the International Road Federation introduced its Global Credential Programme for Road Safety Audit Team Leaders, recognizing the essential role of road safety audits and inspections to drive change in safe road design practices.

45. In 2015/16, the Abu Dhabi City Municipality and its Department of Municipal Affairs and Transport developed a new set of unified standards to ensure consistency in road design, construction and maintenance standards across the emirate.

C. Pillar 3: Safer vehicles

46. The World Forum for Harmonization of Vehicle Regulations continued to prescribe performance-based requirements for conventional as well as connected and automated vehicle systems and to incorporate them into the United Nations regulations annexed to the 1958 Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts and into the global technical regulations developed within the framework of the 1998 Agreement. New United Nations regulations pertain to the safety-related performance of quiet road vehicles, brake-assist systems, electronic stability control, tyre pressure monitoring systems, installation of tyres, frontal collision with a focus on restraint systems, safety of electric-powered two-wheelers and pole side impact.

47. Regarding intelligent transport systems, ECE and the International Telecommunication Union organized symposiums on the theme "The future networked car" in 2016 and 2017. In March 2017, the World Forum for Harmonization of Vehicle Regulations adopted the first United Nations regulation covering automated driving functionalities as well as guidelines on cyber security and data protection. A number of demonstrations were made in the grounds of the Palais des Nations in Geneva, with the car manufacturers demonstrating both the benefits provided by such innovations as remote-control parking, autonomous shuttles and the progress in vehicle safety in general.

48. The Global New Car Assessment Programme provided financial and technical support to new car assessment programmes in South-East Asia and Latin America. In India, the Safer Cars project has been a catalyst for the Government to introduce new crash testing from October 2017, to introduce anti-lock braking systems in motorcycles from 2018 and to launch its own new car assessment programme. In addition, the Global New Car Assessment Programme launched the #NoZeroStarCars campaign and a Road Map for Safer Cars 2020, which includes a recommended timetable for the application of improved vehicle safety regulations. Under the Road Map, the universal application of the United Nations regulations for front, side, and pedestrian crash tests and for mandatory electronic stability control in all new passenger cars by 2020 is proposed. The Global New Car Assessment Programme is also leading the Stop the Crash Partnership, a multi-stakeholder initiative promoting the most important crash avoidance systems.

49. At the country level, the Abu Dhabi police made it mandatory for a description to be given of the make and model of vehicles involved in collisions in order to enhance driver education and vehicle testing and/or specifications, while the United

States Department of Transport published new standards for school buses to ensure that the fleet is safe and roadworthy.

D. Pillar 4: Safer road users

50. Under the Bloomberg Philanthropies Initiative for Global Road Safety 2015-2019, WHO implemented the Legal Development Programme, a capacity-building programme for lawyers and advocates in China, India, the Philippines, Thailand, the United Republic of Tanzania and Viet Nam. Annual workshops on improving road safety legislation attended by Legal Development Programme members were organized by WHO headquarters and a webinar series was launched, making the programme available to a global audience. To further support capacity-building in the field of road safety legislation, WHO developed an e-learning platform on road safety legislation in collaboration with the Johns Hopkins International Injury Research Unit.

51. In May 2017, Bloomberg Philanthropies, in partnership with WHO and Vital Strategies, launched the Partnership for Healthy Cities, a global network of cities committed to saving lives through the implementation of 1 of 10 proven interventions to prevent non-communicable diseases and injuries; 3 of those interventions relate to road safety.

52. The United Nations Children's Fund (UNICEF), in partnership with the FIA Foundation, expanded its Child Road Traffic Injury Prevention Programme to cover nine countries: China, Cuba, Jamaica, Mongolia, Papua New Guinea, Paraguay, the Philippines, South Africa and Viet Nam. The programme focuses on the safe journey to school agenda developed with the Global Initiative for Child Health and Mobility and combines in-country programming with global advocacy.

53. The Global Forum for Road Traffic Safety supported the Indian Institute of Road Traffic Education in the organization of conferences on the safety of powered two-wheelers for South-East Asian countries in February and November 2016. The conferences were attended by representatives from all countries in the region and resulted in the preparation of a policy paper for improving the safety of powered two-wheelers for South-East Asian countries and other low- and middle-income countries.

54. The International Road Federation, with support from Shell and Michelin, launched the Drive Safe India initiative in May 2017, whose objective is the development of a voluntary industry code to reduce traffic crashes and fatalities by transforming commercial vehicle standards, driver care and training, vehicle financing, insurance and road haulage contracts.

55. The Eastern Alliance for Safe and Sustainable Transport, supported by the FIA Foundation and the European Bank for Reconstruction and Development, built a network of road safety partner organizations in 11 countries across Eastern and South-Eastern Europe, the Caucasus and Central Asia. Since September 2015, the network has implemented over 60 initiatives to improve pedestrian safety, seat belt wearing, children's road safety education, the use of child restraints, safe mobility for vulnerable groups, speed reduction and effective police enforcement.

56. The Asia Injury Prevention Foundation continued to collaborate with corporate partners in Viet Nam to implement school-based helmet safety programmes. With the support of Johnson & Johnson, the Foundation piloted its School Guidelines programme, approved by the Government of Viet Nam for nationwide use, aiming at building communities' capacity to implement road safety programmes over the long term. With the support of Abbott Laboratories, the Foundation worked with

students, parents and teachers at 15 schools in three provinces between 2015 and 2017. In the 2016/17 school year, helmet wearing rates at programme schools increased from 31 per cent pre-intervention to 79 per cent post-intervention.

57. Safe Kids Worldwide, with the support of FedEx, continued to implement the Walk This Way pedestrian safety programme, reaching over 1.5 million students in 420 cities. Walk This Way activities were held in Brazil, Canada, China, India, the Philippines, the Republic of Korea, South Africa, Thailand, the United States of America and Viet Nam. The programme included infrastructure improvements around school zones, advocacy activities — including the Safe Kids Day event in India and the International Walk to School Day event in Canada, China, the Philippines, South Africa, the United States and Viet Nam — as well as education programmes and the development of education materials.

58. Safe Kids Worldwide designed and developed an international child passenger safety technician certification course in late 2016, which was then piloted in Mexico, with representatives from 11 Latin American countries, and in Qatar. The course is part of a three-year training plan that creates a core of subject matter experts and has the potential to certify 45 technicians and 2 or more instructors capable of independently certifying future Safe Kids child passenger safety technicians in each country.

59. In June 2016, the Fundación Gonzalo Rodríguez organized the second International Child Road Safety Forum, hosted by the National Traffic Commission of Chile and the Automobile Club of Chile and bringing together road safety experts from all over the world. In May 2017, the Fundación Gonzalo Rodríguez, the World Bank, the Development Bank of Latin America, the UPS Foundation and the Ibero-American Road Safety Observatory presented a study on conditions for the transport of children on motorcycles in Latin America, conducted in 45 cities in Argentina, Brazil, Colombia, the Dominican Republic, Paraguay and Uruguay.

60. The World Resources Institute, with the support of FedEx, continued the implementation of the Safety First driver training programme for bus drivers and traffic officers in Brazil, Mexico and the United Republic of Tanzania.

61. In October 2016, the International Road Transport Union Academy, Cranfield University and the Eastern Alliance for Safe and Sustainable Transport launched an online road safety training tool on occupational road safety called "Road Safety at Work: Online Course for Managers", which provides guidance to managers in developing the leadership skills to implement appropriate road safety strategies.

E. Pillar 5: Post-crash response

62. WHO convened the biennial meeting of the Global Alliance for Care of the Injured with participants from 11 member States and 15 international organizations to discuss a range of initiatives to strengthen care for the injured. Upcoming areas of focus include the dissemination of the WHO Emergency Care Systems framework and the associated Emergency Care System Assessment tool, designed to help identify gaps and set priorities. Assessments have been conducted in over 25 countries, mostly in Africa and the Eastern Mediterranean. Other initiatives include the implementation of the WHO Basic Emergency Care course and an integrated set of triage tools for use in pre-hospital and facility settings. Partners provided post-crash support to countries through direct technical assistance as well as the publication of various normative documents, including the WHO report entitled "Post-Crash Response: Supporting Those Affected by Road Traffic Crashes"; a technical guide entitled "First Response to Road Crashes", published by the Global Road Safety Partnership and Global First Aid Reference Centre of the

International Federation of Red Cross and Red Crescent Societies; a manual for enhanced first aid training for commercial drivers, developed by the International Road Federation; and the *Ibero American Comprehensive Guide for Crash Victims*, published by the Ibero-American Federation of Victims Associations Against Road Violence, Fundación MAPFRE and Development Bank of Latin America.

63. The Global Alliance of NGOs for Road Safety launched the Alliance Empowerment Programme in 2016 which builds the capacity of members to undertake evidence-based activities. More than 3,000 NGO representatives have already been trained. In April 2017, the Alliance held its fifth global meeting in Malaysia. It was hosted by the Malaysian Institute of Road Safety Research and sponsored by WHO, the Special Envoy for Road Safety, the Global Road Safety Facility, the World Bank, FedEx and the FIA Foundation. More than 200 delegates attended from some 64 countries. The main objective of the meeting was to facilitate members' continued involvement in attaining the Sustainable Development Goals and to prepare for the fourth United Nations Global Road Safety Week, held in May 2017.

64. FIRE AID and International Development was established in 2013 and has been active in improving post-crash response skills and equipment in countries facing some of the most severe road safety challenges. FIRE AID's work in one project in the Republic of Moldova, enabled the extrication and rescue of 94 road victims whose lives would not have been saved without the donations and training provided by FIRE AID.

65. The George Institute for Global Health continued to provide technical support to India for the establishment of a national injury surveillance system, the evaluation of the health insurance scheme for those injured in road traffic collisions on national highways. The Institute, together with Monash University, the Jai Prakash Narayan Apex Trauma Centre, and All India Institutes of Medical Science, is conducting a study on trauma care interventions.

66. Axa Winterthur, Zurich Insurance Group, Nestlé, the Global Road Safety Partnership and the International Federation of Red Cross and Red Crescent Societies launched the Insurance for Safer Roads working group to collaborate to achieve positive road safety outcomes through the heightened involvement of the insurance sector.

67. The World Forum for the Harmonization of Vehicle Regulations adopted technical provisions for eCall systems on the basis of which countries and regional economic integration organizations can mandate the installation of such systems. The eCall systems are expected to provide assistance to facilitate effective post-crash response.

V. Advocacy

68. Since the beginning of his term, the Special Envoy for Road Safety has held meetings with government officials and relevant stakeholders in more than 50 countries, in particular low- and middle-income countries with poor road safety records. As a result, the ECE secretariat has received a number of requests for technical assistance from, inter alia, Bhutan, Cambodia, Cameroon, Colombia, Mongolia, Myanmar, Nepal and Uganda. The outcomes of such collaboration include the accession by Iraq to the 1968 Convention on Road Traffic. In Mongolia in June 2017, the Special Envoy organized, in collaboration with ECE, a workshop for national road safety stakeholders on United Nations agreements on vehicle regulations and the transport of dangerous goods, hosted by the Mongolian Ministry

of Road and Transport Development, which brought together more than 50 road safety officials to discuss United Nations conventions, implications for contracting parties and the accession process for Member States. The Special Envoy hosted a workshop on the theme "Best Practices and Key Partnerships for Road Safety" at the seventy-eighth session of the ECE Inland Transport Committee, which was attended by government officials from Greece, Kenya, Jordan, Tunisia, Uganda and the European Union. The Special Envoy also convened a meeting with representatives from 14 United Nations agencies to highlight the importance of road safety in the 2030 Agenda for Sustainable Development and to explore potential opportunities for collaboration, including on internal United Nations road safety policies and a possible United Nations road safety fund.

69. The fourth United Nations Global Road Safety Week and its related campaign "Save Lives: #SlowDown" was celebrated in May 2017. Some 1,000 events took place in at least 125 countries, drawing attention to the dangers of speed and highlighting the measures needed to address this risk. Activities engaged governments, NGOs, United Nations agencies, foundations and the private sector and took the form of "Slow Down Days", campaigns around schools, national policy discussions, television and radio talk shows and vigils for road traffic victims. WHO released "Managing Speed", an advocacy document showing that speed contributes to one in three road traffic fatalities worldwide and that evidence-based interventions exist. Some of the activities held worldwide included the "Speed Vaccine" advocacy campaign, launched by the Global Initiative for Child Health and Mobility, the publication of a special issue on speed management in the quarterly *Journal of the Australasian College of Road Safety*, events hosted by the Asia Injury Prevention Foundation in Cambodia, China, Thailand and Viet Nam and the development by the Network of Employers for Traffic Safety of a toolkit of materials for employers in support of the Global Road Safety Week.

70. The World Day of Remembrance for Road Traffic Victims in 2015 focused on improving road user behaviour and sustaining or increasing the enforcement of road safety laws under the slogan "It's time to remember — say NO to road crime", while the event in 2016 focused on the post-crash phase under the theme of "Vital post-crash actions: medical care, investigation, justice".

71. The Global Network for Road Safety Legislators was established to serve as an open platform for parliamentarians to exchange best practices in road safety policies and law-making and to encourage more countries to adopt comprehensive and effective road safety strategies. WHO, together with the Towards Zero Foundation, held an international workshop for road safety legislators in London in December 2016, which was followed by the launch of the international Manifesto #4RoadSafety in May 2017. The manifesto includes 10 key recommendations to encourage parliamentarians to support the Decade of Action, Sustainable Development Goal target 3.6 and the WHO Save LIVES package of road safety measures.

72. In March 2017, transport ministers of the States members of the European Union issued the Valletta Declaration on Road Safety, calling for new steps on road safety and the development of a safer roads fund, a measurable goal for the Trans-European Transport Network and larger road safety projects.

73. ECE partnered with the Laser International Foundation for Engagement (LIFE) and the Special Envoy for Road Safety to organize the 2017 Global Road Safety Film Festival in February 2017 at the Palais des Nations in Geneva, in conjunction with the seventieth anniversary of the Inland Transport Committee. The festival received 232 films, of which more than 100 were publicly screened during the festival to raise road safety awareness.

74. The International Automobile Federation, in partnership with JCDecaux, launched the first worldwide outdoor advertising campaign on road safety. The campaign involves 13 famous personalities who promote simple and universal messages designed to save lives on the road.

75. Under the Bloomberg Philanthropies Initiative for Global Road Safety 2015-2019, WHO implemented the road safety Media Fellowship Programme, a capacity-building programme for journalists in China, the Philippines, Thailand, the United Republic of Tanzania and Viet Nam. The fellowship aimed at establishing a mechanism for long-term engagement of a selected group of reporters trained in road safety reporting. Journalist training sessions were also conducted at key global events such as the second Global High-level Conference on Road Safety and Safety 2016. Additional training sessions were conducted by the George Institute for Global Health in conjunction with WHO for journalists from the western Pacific region while the Global Road Safety Partnership trained more than 300 advocates in 9 countries on designing and implementing advocacy campaigns.

76. The Global Road Safety Partnership, under the Bloomberg Philanthropies Initiative for Global Road Safety 2015-2019, trained more than 3,300 police officers in nine countries on topics including the most effective means of deterring alcohol-impaired driving and speeding and improving rates of seat belt and helmet wearing.

77. A number of conferences were organized by partners. The World Road Association organized the World Road Congress in November 2015 and regular workshops and seminars. Youth for Road Safety, together with the Child Injury Prevention Alliance and the Government of Senegal, organized a road safety conference for children and youth during the second Global High-level Conference on Road Safety. The Australasian Road Safety Conference was held in Canberra in September 2016 and featured a scholarship initiative, funded by the Global Road Safety Partnership and the Government of Australia, which enabled nine delegates from low- and middle-income countries to attend. The Institute of Road Traffic Education, in partnership with the United States National Highway Traffic Safety Administration, the Ministry of Road Transport and Highways of India, ESCAP and ECE, held a conference on powered two-wheelers. Safe Kids Worldwide, together with the General Motors Foundation, FedEx, the FIA Foundation and others, hosted the second Safe Roads: Safe Kids Global Road Safety Summit in December 2016 and their Childhood Injury Prevention Convention in Baltimore, United States, in July 2017.

78. The Asia Injury Prevention Foundation coordinated the launch in Viet Nam of the SAFE STEPS Road Safety campaign, a pan-Asian public service initiative spearheaded by the Prudence Foundation in partnership with National Geographic and the International Automobile Federation in 2017. SAFE STEPS Road Safety campaign activities are also being implemented in Cambodia, Indonesia, Malaysia, Myanmar, the Philippines and Thailand.

79. In collaboration with Volvo, the International Road Transport Union launched the Give Us a Hand initiative, aimed at improving children's awareness of road safety, while FedEx initiated a series of workshops in Namibia together with the National Road Safety Council, the Global Road Safety Partnership and the International Federation of Red Cross and Red Crescent Societies, with a view to strengthening road safety within the corporate sector.

80. Various guidance documents and platforms were produced. The Global Road Safety Partnership launched the Advocacy Resource Centre, an online database allowing users to access a range of technical resources, while the FIA Foundation and UNICEF published an advocacy report entitled "Rights of Way: Child Poverty and Road Traffic Injury in the SDGs", highlighting how road traffic injury

exacerbates child poverty. WHO released a policy brief on drug use and road safety as well as a document entitled "Road Safety Mass Media Campaigns: A Toolkit", which shared lessons learned from implementing social marketing campaigns in low- and middle-income countries.

81. In May 2017, the International Road Federation released a new knowledge repository on road safety within the global Transport Knowledge Practice. The new section — on the Global Plan for the Decade of Action for Road Safety — compiles knowledge produced by the organizations convening under the United Nations Road Safety Collaboration project groups for pillars 1 and 2.

VI. Data collection, research and monitoring of the Decade

82. WHO published the Global Status Report on Road Safety 2015 ahead of the second Global High-level Conference on Road Safety. The report showed little progress in terms of reducing deaths and injuries, but some improvements in the enactment of good road safety laws. It called for increased action at the country level in order to meet Sustainable Development Goal target 3.6.

83. The International Traffic Safety Data and Analysis Group published road safety data from 40 (mainly high-income) countries in 2016. It showed progress in 32 countries, although the number of deaths increased in the others. It also highlighted the increasing number of deaths among senior citizens in those countries.

84. The International Transport Forum, in cooperation with the Ibero-American Road Safety Observatory and the International Automobile Federation, commenced a benchmarking study on road safety performance in 10 Latin American countries. The findings of this project are expected to offer policymakers in Latin America a tool to assess the strengths and weaknesses in each country and to identify areas deserving policy attention.

85. A number of organizations have conducted workshops and training sessions to improve data collection and monitoring of road safety activities around the world. ECLAC, together with the Pan-American Health Organization, the Argentinian National Road Safety Agency and Chilean Road Safety Agency conducted various workshops to improve data systems; the Africa Transport Policy Programme of the World Bank organized two workshops in cooperation with the International Traffic Safety Data and Analysis Group on road safety data: from data collection to policy analysis, for English- and French-speaking African countries; and the Centers for Disease Control and Prevention of the United States provided technical assistance to China and Thailand to improve their injury surveillance systems.

86. The Safer City Streets network was launched by the International Transport Forum and the International Automobile Federation during Habitat III. The initiative will develop data and analytical capacities in cities to monitor progress, with the support of the International Traffic Safety Data and Analysis Group. The International Road Assessment Programme developed free global software tools to explore the safety of road infrastructure around the world. The software — called ViDA — includes publicly available results from road assessments completed around the world. The International Road Assessment Programme is currently developing interactive tools to explore the star-rating and risk-mapping results for more than 1 million km of roads worldwide.

87. A number of studies have been conducted in various countries. The Centers for Disease Control and Prevention, together with Amend, conducted a randomized control evaluation of a school infrastructure improvement programme in the United

Republic of Tanzania that showed a 26 per cent reduction in injuries as a result of the programme, while a collision database established in Abu Dhabi allowed the Government to identify risky behaviours and target public education activities. The International Road Transport Union and the League of Arab States published a study entitled "The Impact of Professional Training on Commercial/Freight Drivers in the Arab World", which stressed the positive effect of professional training in terms of reducing crashes.

VII. Financial support

88. The General Assembly, in its resolution 70/260, requested the Secretary-General to consider the possibility of establishing, from voluntary contributions, a United Nations road safety fund. A proposal was developed by ECE and a consultation process launched by its Executive Secretary and the Special Envoy for Road Safety during the Global Sustainable Transport Conference in November 2016. The proposal was also presented at the seventy-ninth session of the ECE Inland Transport Committee in February 2017. The proposal will be updated in the coming months to incorporate feedback from Member States and relevant stakeholders.

89. The Global Road Safety Facility, hosted by the World Bank, made a $2 million commitment to road safety in low-income countries as part of the Clinton Global Initiative 2016 meetings and approved 25 new projects.

90. In May 2017, Bloomberg Philanthropies announced a $5 million initiative called "Partnership for Healthy Cities", which includes three road safety interventions.

91. The FIA Road Safety Grant Programme provided support to all International Automobile Federation members. Since 2010, a total of €4.8 million has been awarded to over 300 road safety initiatives in 75 countries. A yearly endowment of €1.2 million from the FIA Foundation enables members of the Federation to address road safety challenges at the local level.

92. Large-scale investment and upgrading of high-risk roads to a three-star or better rating was undertaken in a number of high-income countries: Australia, New Zealand, Qatar, Slovakia, the United Kingdom of Great Britain and Northern Ireland and the United States. The International Road Assessment Programme, with the support of the FIA Foundation, the Global Road Safety Facility, multilateral development banks, governments, FedEx, International Automobile Federation clubs, the European Automobile Manufacturers' Association and other national and regional partners, continues to research, develop and support the global application of risk mapping, star rating and investment planning. The proactive development of Safer Road Investment Plans that are optimized to maximize lives saved per dollar spent and improve the star rating of national road networks continue to grow. By the end of 2017, an estimated 1 million km of roads will have been assessed across 77 countries.

93. The Global Road Safety Partnership provided nearly $4.5 million to more than 50 civil society and government organizations to advocate for strengthened road user policies and vehicle safety standards.

94. With funding and technical assistance from the Centers for Disease Control and Prevention, trainees with the Field Epidemiology Training Programme (benefitted from mini-grants ranging from $3,000 to $5,000 to conduct road safety related activities in Côte d'Ivoire, Georgia, Nigeria, South Africa, Uganda and Viet Nam.

95. Funding support for community-based road safety projects, such as Safe to School — Safe to Home, was provided by Shell, Total and Toyota under the Global Road Safety Initiative, managed by the Global Road Safety Partnership.

96. A report entitled "Investing to Save Lives: An Impact Investment Case for Preventing Road Trauma" was launched at World Bank headquarters in September 2016. Supported by the United States Agency for International Development, the FIA Foundation, the Centers for Disease Control and Prevention and the UPS Foundation, the study found that, in Cambodia, for example, an impact bond could help to prevent 14 fatal injuries and 260 other casualties over three years if implemented alongside a helmet-focused programme.

VIII. Conclusions and recommendations

97. **Since the submission of the previous report to the General Assembly, many high-level national, regional and global initiatives have been undertaken by Member States and the international community.**

98. **More action is needed, as evidenced by the Global Status Report on Road Safety 2015, in order to meet the goal of the Decade of Action for Road Safety (2011-2020) and Sustainable Development Goal target 3.6 to halve, by 2020, the number of road traffic deaths and injuries.**

99. **More funds are needed for countries to implement the needed interventions, such as those recommended in the WHO Save LIVES package, during the Decade of Action and beyond.**

100. **To ensure that the goals of the Decade of Action for Road Safety (2011-2020) and Sustainable Development Goal target 3.6 are achieved, it is recommended that the General Assembly call upon Member States:**

(a) **To significantly scale up action on all areas of road safety;**

(b) **To address road safety holistically; implement a good road safety management system, including having a lead agency; promote interdepartmental cooperation between the departments of roads/transport, police/justice, health and education; develop national road safety plans in line with the Global Plan for the Decade of Action; and set quantitative targets for reducing injuries and fatalities;**

(c) **To ensure political support and financial commitment for the Sustainable Development Goals in order to achieve the ambitious target of halving the number of road traffic deaths by 2020;**

(d) **To accede to the United Nations international legal instruments on road safety and promote and implement those United Nations conventions;**

(e) **To develop comprehensive legislation on risk and protective factors, protect bystanders and first responders and strengthen enforcement in order to achieve the target set by the General Assembly of increasing the proportion of countries with comprehensive legislation to 50 per cent by 2020;**

(f) **To support the WHO-led process to develop voluntary global targets on road safety risk factors and service delivery mechanisms;**

(g) **To strengthen the enforcement of existing legislation and advocacy efforts in order to achieve reductions in injuries and fatalities;**

(h) **To improve infrastructure, including by targeting the 10 per cent of existing roads with the highest volume and setting appropriate road**

infrastructure targets for all relevant road users and adopting road safety audits for all new road construction;

(i) To strengthen and improve pre-hospital care, trauma and rehabilitation services;

(j) To improve the quality of road safety data, including strengthening efforts to collect appropriate data for road safety management, such as health, social and economic impacts and the cost-effectiveness of interventions, and monitor progress in road safety;

(k) To scale up funding for road safety endeavours and develop sustainable and innovative financing mechanisms;

(l) To observe the annual World Day of Remembrance for Road Traffic Victims.

101. The General Assembly also encourages Member States:

(a) To participate in the fourth global status report on road safety survey;

(b) To develop and implement strategies that pay particular attention to vulnerable road users;

(c) To participate in new car assessment programmes;

(d) To support the elimination of the production of unsafe cars and implement the United Nations vehicle safety regulations or equivalent national standards;

(e) To recognize the decisive role that parliamentarians can play in the adoption of comprehensive and effective road safety policies and laws;

(f) To request that a report be submitted to the General Assembly at its seventy-fourth session on these matters.